Development of Karwar Port in Karnataka

3796. SHRI SATISH PRADHAN; Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the ports under de-velopment, State-wise to cater the traffic of vessels plying with international cargo;

. (b) whether it is a fact that Kar. war Port in Karnataka has made considerable progress in development for international sea traffic; if so, what is the total amount spent by Government;

(c) while developing such ports, whether the Ministry of Surface Transport has consulted the Finance Ministry for providing adequate cus toms facilities, if not, the reasons therefor; and

(d) whether it is a fact that Phase II development of Karwar Port is scheduled, since the Customs have refused to put their establish ment?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT. LER): (a) There are 11 Major Ports under this Ministry, the develop ment of which comes under the con. trol of Central Government. These are Jawaharlal Nehru Port and Bombay Port (boh in Maharashtra) Madras Port and Tuticorin Port (both in Tamil Nadu), Calcutta Port (West Bengal), New Mangalore Port (Karnataka) Kandla Port (Gujarat); Cochin Port (Kerala); Paradip Port (Orissa), Mormugao Port (Goa) and Visakhapatnam Port (Andhra Pra desh), catering to international car. go traffic.

(b) to (d) Karwar Port being a Minor Port is under the control of " State Government. Hence, the responsibility for its development lies with the State Government of Karnataka. Therefore, the question of any consultation by Ministry of Surface Transport with the Finance Ministry does not arise.

Introduction of buses on Route No. 810

3797. SHRI GUNDAPPA KOR. WAR:

SHRI VIRENDRA KATARIA;

Will the Minister of SURFACE TRANSPORT be pleased to refer to answer to Unstarred Question 1479, given in the Rajya Sabha on the 22nd March, 1995 and state:

(a) what are the details of report submitted by RITES regarding route No. 810 which compelled Govern, ment to operate all buses from Uttam Nagar instead of Tilak Nagar;

(b) whether RITES had submitted this report after ascertaining the number of commuters from Tilak Nagar area and if so, what are the details of the study conducted by it and if not, what is the basis of this particular recommendation;

(c) whether Government are aware that thousands of commuters from Tilak Nagar are being fleected by the private bus operators on account of complete withdrawal of all buses on route No. 810 from Tilak Nagar; and

(d) whether Government are also aware that commuters from Tilak Nagar area find it extremely difficult to board the buses coming from Uttam Nagar area which are over crowded and if so, what is the.reac tion of Government and whether a few buses are proposed to be opera. ted on this route from Tilak Nagar area and if not, the reasons there for? ,

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT. LER): (a) and (b) The RITES in its report submitted to the Govern, ment of National Capital Territory of Delhi in June, 1993 has recommended the operation of route No. 810 between Uttam Nagar and Central Secretariat via Tilak Nagar. To establish the origin/destination pattern of passenger transport demand,

also was survey boarding/alighting B

conducted by RITES on all routes including route No. 810. Based on this report and surveys conducted by RITES route No. 810 was extended to Uttam Nagar when its terminal was developed there by DTC.

(c) No specific instances have been brought to the notice of this Ministry. However, violations by the private operators can not be ruled out.

(d) At present there is no proposal to operate any bus on this route from Tilak Nagar in view of the RITES report. However, buses coming from Uttam Nagar serve Tilak Nagar enroute. There is sufficient availability of these buses for commuters from Tilak Nagar.

Road Projects aided by the World Bank

3798. SHRI V. RAJAN CHELLAP-PA: Will the Mnister of SURFACE TRANSPORT be pleased to state:

(a) the details of the World Bank aided road projects presently under progress in various States, Statewise and project-wise; and

(b) the names of the new projects proposed to be implemented with World Bank assistance, giving the project-wise details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT. LER): (a) The information is given in Statement (See below) .

(b) The new proposals are in preliminary stage of identification. It is too early to give the details.

Statemen

List of world Bank aided National Highway Projects (Jn progress)

Sl. No.	State	NH No.	Name of project	Estima-ted cost (Rs. Crores)
1	2	3	4	5
1.	HARYANA	1	4-laning between Murthal & Samalkha (Km. 50-74.80)	15.25
2.	HARYANA	1	4-laning between Karnal & Ambala (Km. 132.68-212.16)	287.22
3.	PUNJAB	1	4-laning between Sirhind & Punjab/Haryana border (Km. 2 12.2- -252.25)	199.50
4.	PUNJAB	1	4-laning (Km. 344.5 to 372.7)	14.32
5.	WEST BENGAL	2	4-Laning between Raniganj & West Bengal/Bihar Border (Km. 438.6-474.0)	88.27